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ABSTRACT

This booklet, one of a series featuring the Canadian provinces, presents a brief overview of New Brunswick and is suitable for teacher reference or student reading. Separate sections discuss cities and population, geography, history, politics, economy, manufacturing, forestry, agriculture, fisheries, mining, electricity, transportation, government activities, education, and arts and culture. Specific topics include population distribution, forested terrain, early Acadian colonization, historical Anglo-French rivalry, and economic and political development. The economic importance of the country's international trade, manufacturing, forestry, potato crop, fisheries, mineral production, hydroelectric power, and water transport system is emphasized. Governmental support for public services, tourism, and education is noted. The final section describes New Brunswick's cultural preservation of the arts, including the art of poetry and Acadian literature. In addition, a simple map showing Canada's major cities and provinces is included. (LH)

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New Brunswick

REFERENCE SERIES NO. 31

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New Brunswick's scenic beauty has earned it the name "Canada's picture province". It is situated on the Atlantic coast and covers some 73 500 square kilometres. Its early prosperity was derived from lumber and shipbuilding industries; today, its population of more than 700 000 carries out a variety of economic activities ranging from processing natural resources to manufacturing products for domestic and foreign markets.

Cities and population

Over 45 per cent of the population lives in the province's eight urban centres; 64 per cent has English as a first language, while 33 per cent has French. New Brunswick, with the highest proportion of francophones outside the province of Quebec, has a truly bilingual character.

The largest city is Saint John, with 86 000 inhabitants. Moncton, the second largest, has an estimated 56 000 and the provincial capital, Fredericton, has 45 000.

Geography

Europeans were first attracted to New Brunswick because of its magnificent forests. The terrain is more rugged in the north than in the south, but there are large forests throughout the province. New Brunswick is one of the most forested areas in the world. Trees cover 88 per cent of its land area, the highest ratio of any Canadian province. Approximately 70 per cent are softwoods such as spruce, balsam and fir; the rest are hardwoods, of which there are more than 25 varieties.

New Brunswick is so thickly forested that had it not been for the rivers which cut through the province it would have been impossible for the early settlers to penetrate the interior. The St. John River has been called "North America's Rhine" in view of its importance as an early trading route as well as its scenic beauty. For centuries, waterways such as the St. John River were used by the Micmac and Malicite Indians for transportation, an example followed by the Europeans.

History

For many years, New Brunswick was a place Europeans sailed by rather than landed at. Quebec was the main attraction for French fishermen, fur traders and settlers. But slowly this changed with the appearance of fishermen and traders along the coasts of *Acadie* or Acadia, as the region was then known. By 1750, Acadia had a respectable number of settlers, but was also the scene of intense Anglo-French rivalry.

In the constant conflict between England and France during the next 13 years, armies criss-crossed the area in their attempts to reinforce or

lay siege to either the fortress of Louisbourg (on Cape Breton Island) or Fort Beauséjour. With the fall of Fort Beauséjour to the British in 1755, the French population of Acadia was transported away by British military leaders fearful of French power in the area. Only a few hundred escaped. The expulsion of the Acadians is dramatized in the poem *Evangeline* by Henry Wadsworth Longfellow.

With the defeat of the French and the establishment of British rule in 1763, Acadia was incorporated into the neighbouring colony of Nova Scotia. There was, however, little settlement. A few groups of farmers arrived from England and some settlers migrated there from the American colonies to the south, but the only substantial influx occurred when authorities permitted the expelled Acadians to return in 1764.

This period of slow immigration changed after the American Revolution, when 12 000 United Empire Loyalists fled the United States to find new homes in New Brunswick. It is largely owing to their influence that New Brunswick became a separate colony in 1784.

The early nineteenth century was a prosperous time for New Brunswick. There was a heavy trade in British manufactured goods and American raw materials out of New Brunswick ports, and the wars in Europe stimulated timber production in the colony. For the next 40 years, forestry remained the major economic activity.

These economic developments were accompanied by changes in the political sphere. New Brunswick resisted to some extent the movement towards responsible government in British North America in the first part of the nineteenth century — New Brunswick was a conservative colony where political advance was a measured process. Individual members of the legislature prided themselves on their "independency" which delayed implementation of responsible government and the resulting centralization in the province.

New Brunswick enjoyed a period of prosperity after Canada signed the Reciprocity Pact with the United States in 1854. Although commercial advances were made during the next ten years, the colony's economic expansion did not keep pace with the rapid expansion taking place in the rest of British North America and the United States.

Initially, political groups advocating union with Nova Scotia and Prince Edward Island or a federal union with the united Canadas received little or no public support. Soon several considerations arose which brought about a transformation in public opinion. The ending of the Reciprocity Pact, cross-border raids by Fenians (Americans of Irish

descent) and the need for a railway which the British promised to finance, led New Brunswickers to change their minds. Leading the "unionist" movement was Samuel Leonard Tilley, who succeeded in creating a public sentiment favourable to the concept of union.

The entry of New Brunswick into Confederation did not bring the expected upswing in the provincial economy, but with the completion of the Intercolonial Railway, linking Montreal to Halifax, the province had its promised railway.

Politics

The roots of New Brunswick politics can be found in its Loyalist and French-Canadian traditions. Descendants of the British and the French-speaking Acadians have formed the major political parties since Confederation in 1867.

In the earliest days, as in many other provinces, election campaigns were raw and spirited, with charges and counter-charges of corruption, bribery, nepotism and patronage. When provincial politics assumed a degree of order and discipline after 1900, two dominant parties emerged. The Liberals and Progressive Conservatives have governed New Brunswick political life ever since. The New Democratic Party, its predecessor, the Co-operative Commonwealth Federation, and the *Parti Acadien*, representing Acadian nationalist sentiments, have emerged, but no member of any of these parties has ever been elected. No other Canadian province has shown such loyalty to its oldest parties.

The economy

While the province still relies on its forests for pulp and paper production, commercial activity in agriculture, fishing, mining and tourism have broadened the province's economic base. New Brunswick relies to a great extent on international trade. Ice-free ports, proximity to American markets and cultural and economic ties to Western Europe have made exports very important to the provincial economy. Approximately one-quarter of the gross domestic product is derived from the export sector.

Today, New Brunswick's gross domestic product is in the order of $5 billion. Almost a quarter of this is generated by exports. More than 50 percent of New Brunswick's international sales go to the United States. Another 27 per cent go to the European Community (of which 8 per cent is exported to Britain) while the remainder is shipped to South America or the West Indies. The major exports are zinc ores or concentrates, lumber, woodpulp, printing paper, paperboard and shellfish. The province's reliance on agriculture,

forestry, fisheries and mining has declined during the past 15 years, although it is still the mainstay of the provincial economy, while electric power and construction have become industries.

A top priority for the New Brunswick government is to assist the manufacturing and processing sectors of the economy. To this end, government policies are aimed at attracting industry, supporting and strengthening existing industries, increasing employment, expanding the tax base, alleviating regional disparities and attending to social and environmental concerns.

Various boards, agencies and Crown corporations invest in industries wishing to locate in the province, and provide or guarantee loans to manufacturing industries, supply cash grants and give technical support and engineering management or consulting services as required.

During the past ten years, the New Brunswick work force has expanded substantially. From 1971 to 1981 more than 85 000 people joined the labour force. Today more than 260 000 individuals are employed in New Brunswick.

Manufacturing

The manufacturing sector is very important in terms of jobs and income, as is the processing of New Brunswick's natural resources. Manufacturing industries employ more than 30 000 New Brunswickers and the gross value of shipments is more than $3 billion each year. The manufacturing sector has diversified considerably since 1970, when processing resource products was dominant, and there are now many companies in the metal-fabricating, machinery, plastics-fabricating and electrical-product fields.

The food, beverage and fish-processing industries are also important manufacturing concerns.

Forestry

Much of the province's manufacturing activity is centred on forest-related industries. Forestry employs approximately one-third of the manufacturing work force and is responsible for more than 30 per cent by value of the province's manufactured shipments. Mechanical harvesting methods and an elaborate system of all-weather roads have made forestry operations highly efficient.

Forest lands are owned by the New Brunswick government; the province plays an active role in managing these Crown lands to ensure that Crown timber is harvested wisely.

Agriculture

The New Brunswick potato dominates agriculture, and the potato crop is the biggest single source of income for the province's farmers. Agriculture generates over $150 million in farm cash receipts each year. Only 18 per cent of the land is, however, suitable for agriculture there.

Most of the 600 farms that cultivate potatoes and other crops such as hay and oats are located in the northwest section of the province. Table potatoes are exported mainly to the United States; the other important potato crop — seed potatoes —is sent farther afield. Seed potatoes are in great demand throughout the world and, in recent years, large quantities have been sold to the United States, Cuba, Uruguay, Argentina, Jamaica, Spain, the Dominican Republic, Guyana and Bermuda.

Second to potatoes is the dairy industry. New Brunswick farmers also produce grain crops, fruits and vegetables and raise beef cattle, hogs, sheep and poultry.

Fisheries

The commercial fishery is another mainstay of the provincial economy. Although not as important to the economy as forestry, mining or agriculture, it employs a considerable number of workers both off-shore and in the on-shore processing plants. Approximately 140 000 tonnes of fish are caught every year, which contributes about $55 million to the provincial economy. The expansion of fishing boundaries to a 200-mile limit will enlarge the potential of New Brunswick's fishing industry in years to come.

The province's fishing fleet is one of the most advanced in Canada. Considerable research and development has already taken place to pave the way for a new generation of trawlers, fitted with electronic equipment to compete in the sophisticated fishing environment of the 1980s. A fisheries development plan adopted in 1980 provides measures for increasing the catch and for comprehensive fishing development in cooperation with the federal government. Development work is also continuing in aquaculture.

More than 50 types of fish and shellfish can be caught off the shores of New Brunswick. The most profitable catch is lobster, representing 29 per cent of the landed value. Second and third respectively are tuna and herring (including sardines). In volume, herring represents 57 per cent of the total.

The fishing industry relies heavily on export sales, largely to the United States and to the traditional markets in Europe, the Caribbean, Australia and Africa. In addition, new markets

are being cultivated in such countries as Japan.

Of special interest are the province's huge lobster pounds. Lobsters caught during the season are kept alive in fenced-off inlets until they are supplied to the markets. New Brunswick claims to have the largest lobster pound in the world.

Mining

New Brunswick's mining industry began in 1638, when coal was extracted from the Grand Lake region. Now the mining industry has diversified to include metals, industrial minerals, fuels and structural materials.

The variety of metals and minerals found in the province has given prospectors and investors unique economic opportunities. Recently metal sulphide, potash, tungsten-molybdenum-bismuth-tin-fluorite, and nickel-cobalt deposits have been found and are being developed. Other significant findings include zinc, copper, lead, silver, gold, gypsum, limestone, salt, glauberite, barite strontium, silica, feldspar, coal, phosphates and peat. There is also a large potential for uranium in some areas of the province.

The value of mineral production is approximately $460 million annually. New Brunswick is Canada's largest producer of antimony and bismuth and ranks third in zinc, fourth in lead and silver and sixth in copper production.

While oil and natural gas production has been "on-line" since 1912, production has been limited. There is a possibility that oil shales in the southeastern part of the province and offshore oil deposits beneath the Bay of Fundy can be developed. Research is also under way to see whether the humble peat moss, of which there is a considerable supply in the province, can be exploited as a possible energy source.

Electricity

The New Brunswick Electric Power Commission is a provincial Crown corporation responsible for the development, expansion and transmission of electric power in the province. It operates a network of six hydro, seven thermal, one diesel and one gas turbine electrical generating stations. An expansion program, under way will utilize additional oil, coal and hydro resources. Of the six hydroelectric stations, five are on the St. John River and its tributaries. New Brunswick is active in selling power to the United States.

A highly sophisticated power grid consisting of transmission lines and submarine power cables links New Brunswick with Nova Scotia, Quebec and Prince Edward Island. A nuclear generating station at Pt. Lepreau will

add to output when it begins operation in 1982.

An interesting renewable energy resource currently being studied is the immense tidal power of the Bay of Fundy. Fundy has the world's highest tides and scientists have been seeking ways to harness the tremendous force of the incoming and outgoing waters.

Transportation

New Brunswick is well served by its transportation system. There are nearly 4 500 kilometres of highways in the province and Canada's two major railways, Canadian National and Canadian Pacific, have extensive operations there. Moncton has the largest railway workshop in the Maritimes. Rail construction first began in 1851, but it was not until the mid-1870s that a rail system was a reality.

The provincial government's Department of Transportation is responsible for designing, building and maintaining the highways, bridges and river ferries.

As a maritime province, it is natural that New Brunswick's water transport system is of significant importance to the economy. The Saint John Shipbuilding and Drydock Company is the largest privately owned shipbuilding facility in Canada. The port of Saint John, used by major international shipping lines, has container terminal and deepwater facilities. It also features the Canoport oil terminal, another deepwater oil terminal being developed at Lorneville. The ports of both Saint John and Belledune are ice-free throughout the year; and Newcastle-Chatham, Bathurst, Dalhousie and Campbellton can be used year-round with the assistance of icebreakers during the winter months.

There are five major airports in the province, serviced by Air Canada and Eastern Provincial Airways, the regional airline.

Government activities

Each year the provincial government spends approximately $1.8 billion in providing services to New Brunswickers. Provincial expenditures are broken down as follows: education 25.6 per cent; health 21.1 per cent; transportation and economic development 18.3 per cent; welfare 10.3 per cent; municipal affairs 8.5 per cent; servicing the public debt 7.1 per cent; and miscellaneous items 9.1 per cent.

The government has paid particular attention to promoting the tourist trade. With more than 2 240 kilometres of coastline and hundreds of rivers, lakes and streams, New Brunswick has rich resources to promote. There are 27 salmon fishing rivers and some 2 920 kilometers of

waterways navigable by canoe in the province. There are also two national parks and 58 provincially-operated parks, many with camping facilities.

Education

New Brunswick has four degree-granting universities. They are the University of New Brunswick (the largest) with campuses at Fredericton and Saint John, L'Université de Moncton with campuses at Moncton, Edmundston, Shippegan and Bathurst, Mount Allison at Sackville, and St. Thomas University at Fredericton. Adult education, technical and trade school training are also widespread.

The province's elementary and secondary schools offer a variety of academic and vocational training with instruction in both French and English.

Arts and culture

It was in New Brunswick that one of Canada's first English novels was written — *St. Ursula's Convent,* or *The Nun of Canada* by Jonathan Odell. Canada's oldest literary review, *The Fiddlehead,* is published in Fredericton by the University of New Brunswick.

Poetry has always been a popular art in the province. Among New Brunswick's celebrated poets are Bliss Carman and Charles G.D. Roberts.

In the early 1960s there was a flowering of Acadian literature. Antonine Maillet's novels, most notably *Pélagie-la-Charrette,* which has recently won the Prix Goncourt, have received international acclaim. Acadian theatre and drama schools are flourishing, and there is a school of Acadian theatre at l'Université de Moncton.

The Playhouse Theatre in Fredericton, the home of Theatre New Brunswick, was built with money provided by Lord Beaverbrook. All productions tour the province following their performances in Fredericton.

In music, the province has a very strong choral tradition. There are also several youth symphonies and chamber music performances. Many New Brunswick musicians play with the Halifax (Nova Scotia-based) Atlantic Symphony Orchestra.

Well known painters and sculptors such as Lawren Harris Jr. (son of the "Group of Seven" Lawren Harris), Alex Colville, Jack Humphrey, Tom Forestall and Claude Roussel have lived, painted, taught or studied in New Brunswick.

Increasing numbers of young craftsmen and artists are undergoing special training at the province's professional crafts schools. Silversmithing, pewter-work, cabinet-making, weaving and pottery are especially popular. Local craftsmen

are hard-pressed to meet the great demand for their works.

New Brunswick combines the culture and values of traditional maritime life with an emerging modern industrial and technological advancement. This combination of the present and the past adds to the uniqueness of New Brunswick.

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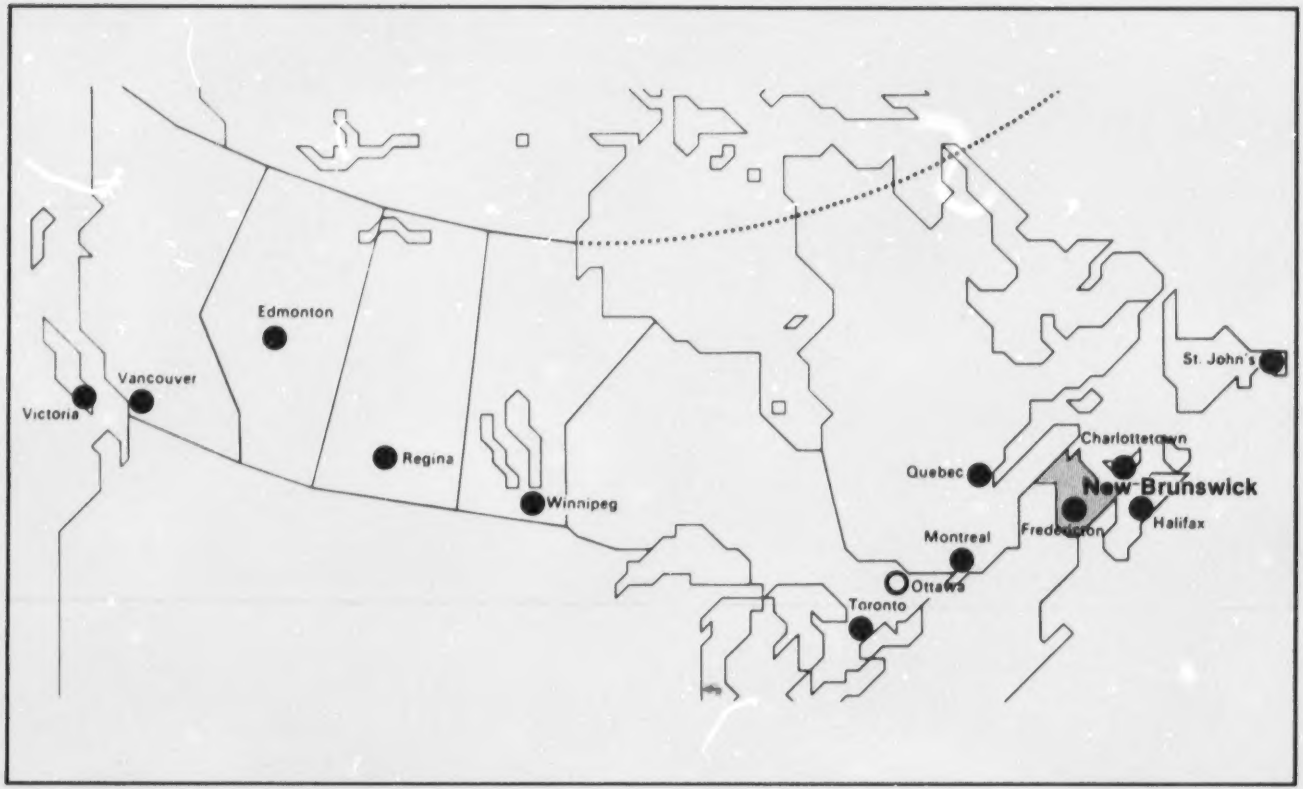
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